

# **Public Charrette**

## **Stock Island / Key Haven US-1 Corridor Enhancement Plan**

*for Monroe County*

**Project Team:**

**THE CORRADINO GROUP**

**Subconsultants:**

**Sandra Walters Consultants, Inc.**

**Miller Legg & Associates, Inc.**

July 26, 2005

# Stock Island / Key Haven US-1 Corridor Enhancement Plan

- Objective of study is to develop a Corridor Enhancement Plan of the Stock Island/Key Haven US-1 Corridor (MM 6 to MM 4.2)
- Objective of Public Charrette is to discuss existing corridor conditions and formulate a corridor vision based on community and agency consensus

# Meeting Agenda

- I. Review and Discuss Existing Conditions and Possible Corridor Ideas  
(25 Minutes)
- II. Break into group sessions for discussion of Corridor Vision  
(45 Minutes)
- III. Review and Discuss Corridor Vision Ideas  
(40 Minutes)
- IV. Discuss Next Step in Study Phase  
(10 Minutes)



# Existing Conditions

- Traffic Operations
- Bicycle/Pedestrian Issues
- Parking & Access Issues
- Landscaping Issues
- Visual Clutter
- Other Safety Issues



# Stock Island / Key Haven US-1 Corridor Enhancement Plan

## Existing Traffic Operations

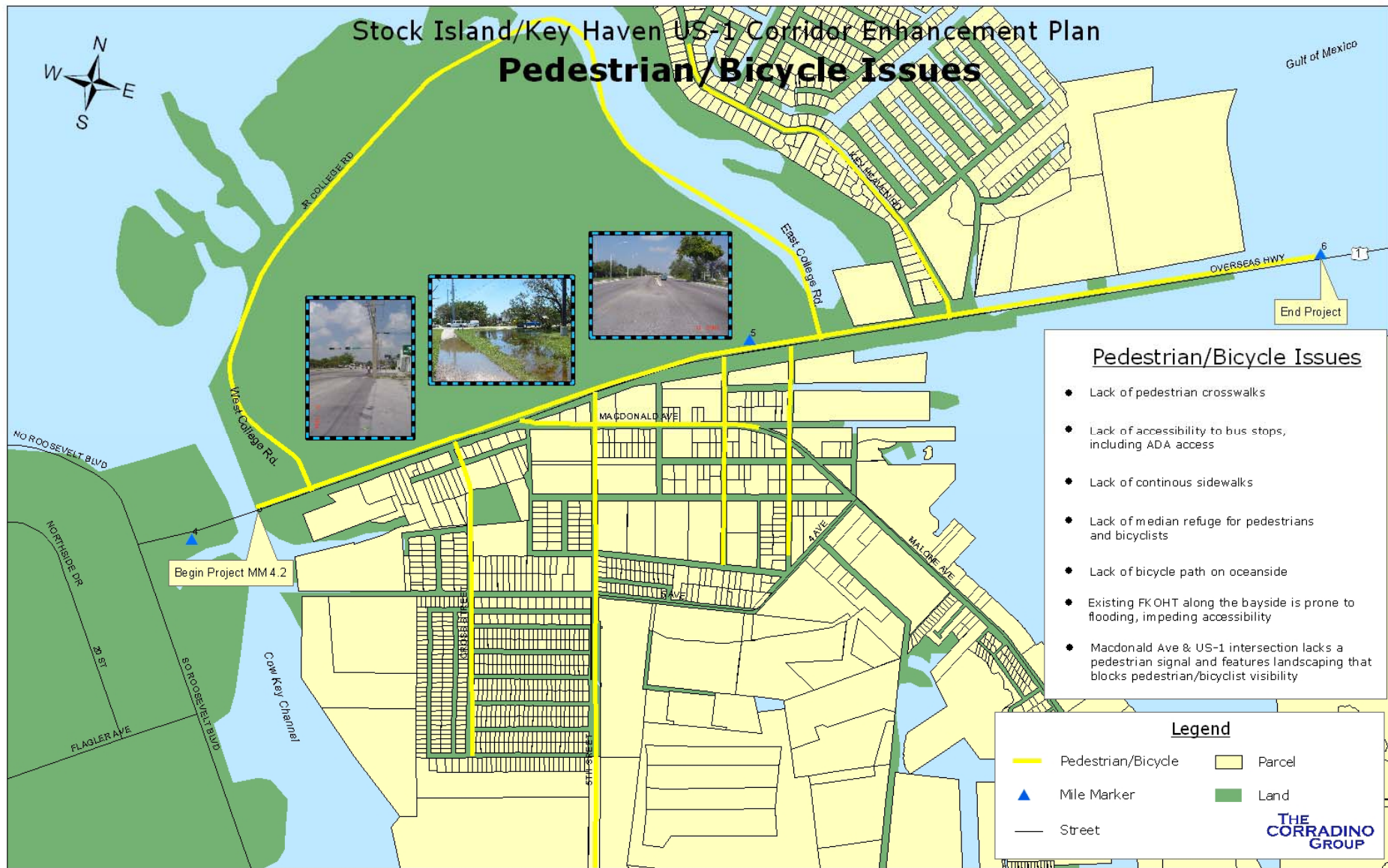
- The project corridor features a 4 lane facility with a raised median and exclusive left turns at major intersections.
- Annual average daily traffic volumes are approximately 41,000, indicative of a peak hour, peak direction Level-of-Service E (LOS E).
- Travel time as well as overall speeds are reduced due to close proximity of traffic signals and driveways.

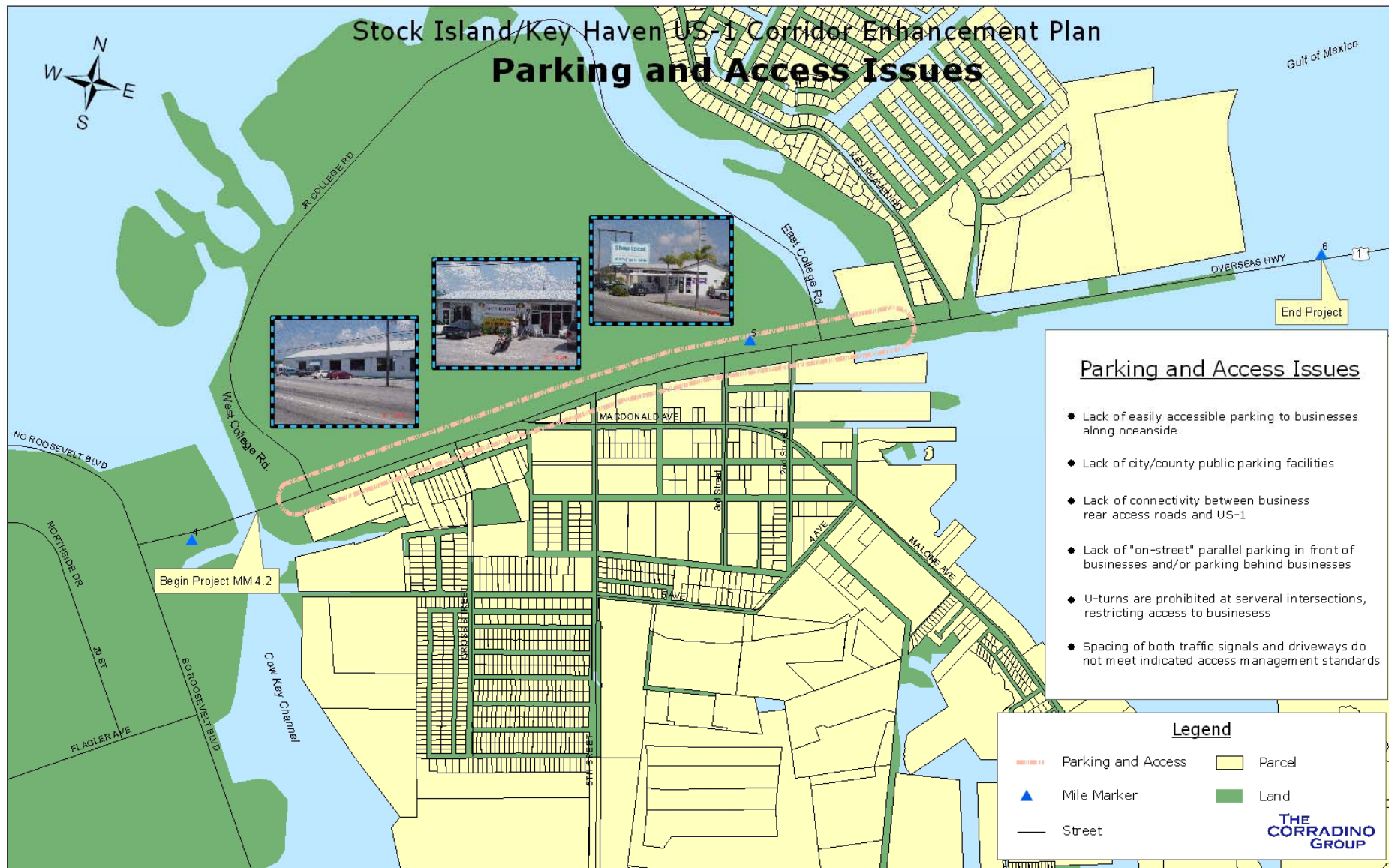


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# Stock Island / Key Haven US-1 Corridor Enhancement Plan



Vehicle Crash Data Analysis	
Year	Safety Ratio
2001	1.2
2002	<1.0
2003	<1.0
<i>*Safety ratios less than 1.0 indicate no significant crash patterns</i>	

## Intersection Crash Data Analysis

- Intersection crash data from the Florida Department of Transportation pertaining to the project corridor were examined.
- Rear-end vehicular crashes comprise a significant crash pattern within the project corridor.
- Rear-end crashes may be attributed to:
  1. Proximity of traffic signals, driveways and intersections
  2. Traffic congestion
  3. Absence of clearly designated driveways

# US-1 Project Corridor Intersections





# Stock Island / Key Haven US-1 Corridor Enhancement Plan

## US-1 @ West College Road Intersection



- Intersection lacks pedestrian crosswalks, bicycle features, and accessibility to bus stops.
- Access to businesses along the Oceanside of the corridor is restricted at this intersection due to:
  - Lack of median openings
  - Prohibited U-Turns
- Existing median width does not adequately accommodate left turns.

## US-1 @ Cross Street Intersection



- U-turns are currently prohibited at this intersection
- Exclusive westbound left turn lane is not long enough to accommodate existing high traffic volumes
- Signal timing is an area of concern
- Intersection features a crosswalk with signal; however, it lacks a sidewalk along the Oceanside



# Stock Island / Key Haven US-1 Corridor Enhancement Plan



## US-1 @ Macdonald Avenue Intersection

- Intersection lacks a pedestrian signal
- Traffic signals are not clearly visible to pedestrians due to the signal's angle
- Posted speed limits are 35mph west of Macdonald Ave. and 45mph east of Macdonald Ave.
- Vehicles were observed traveling at high speeds via this free-flow right turn lane, raising concerns about pedestrian/bicycle safety



# Stock Island / Key Haven US-1 Corridor Enhancement Plan



## Jolly's Beer, Wine, and Liquor near US-1 and 5<sup>th</sup> Street

- Establishment features a drive though lane which may contribute to back-up traffic on US-1.





# Stock Island / Key Haven US-1 Corridor Enhancement Plan



## Burger King Located at 5th Street and US-1

### ➤ Intersection features:

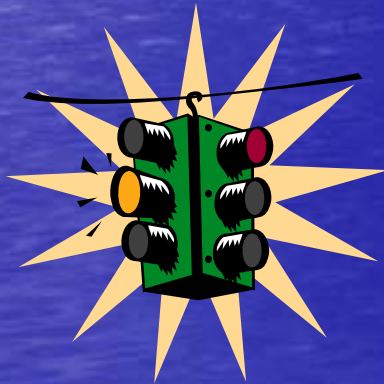
- Curb
- Gutter
- ADA ramps

➤ Area adjacent to Burger King on 5th Street consists of vacant lots and residential areas.

## US-1 @ 3<sup>rd</sup> Street Intersection



- Frontage road east of 3rd Street is in close proximity to US-1, complicating movements at this intersection
- In the event frontage road is blocked, stopped traffic may be forced to back out onto US-1
- Residents have expressed concerns that blinking lights on northeast end, approaching MM5 do not effectively slow down motorists and draw attention to the community college





## US-1 @ Key Haven Road Intersection



- Two pedestrian crashes occurred at this intersection between 1991 and 1995.
- The following deficiencies were observed:
  1. Lack of bicycle/pedestrian warning signs on Key Haven Road
  2. Inadequate street lighting

# Stock Island / Key Haven US-1 Corridor Enhancement Plan

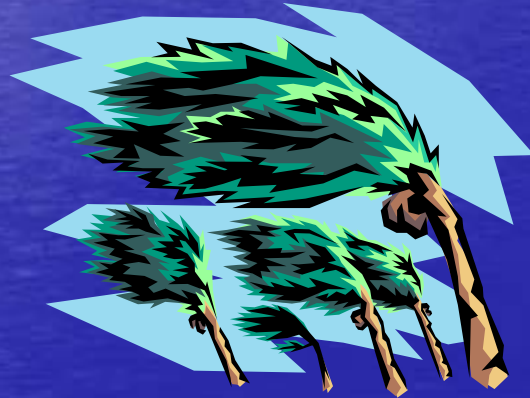


## MM6/Boca Chica Bridge

- Bridge features a crossing allowing access to the Oceanside where there is an existing pedestrian path across the Boca Chica Channel.
- Currently, there is no functional bicycle path on the Boca Chica Bridge.



# Hurricane Dennis Aftermath



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- Flooded areas along the golf course located on the bayside of the project corridor following Hurricane Dennis
- Photos were taken 3 days after Hurricane Dennis



# Stock Island / Key Haven US-1 Corridor Enhancement Plan



➤ Flooding of the FKOHT at US-1 and College Road intersection restricts bicycle/pedestrian access.



➤ Areas where water stagnates serves as a breeding ground for mosquitos.



# Stock Island / Key Haven US-1 Corridor Enhancement Plan



➤ Flooding restricted parking for this Water business located along the Oceanside of project corridor.



➤ Flooding also occurred near the Coral Hammock residential community located on the Oceanside of the project corridor.



➤ Flooding was also evident in the parking lot area of Murray Marine located on the Oceanside of the project corridor near MM 5.

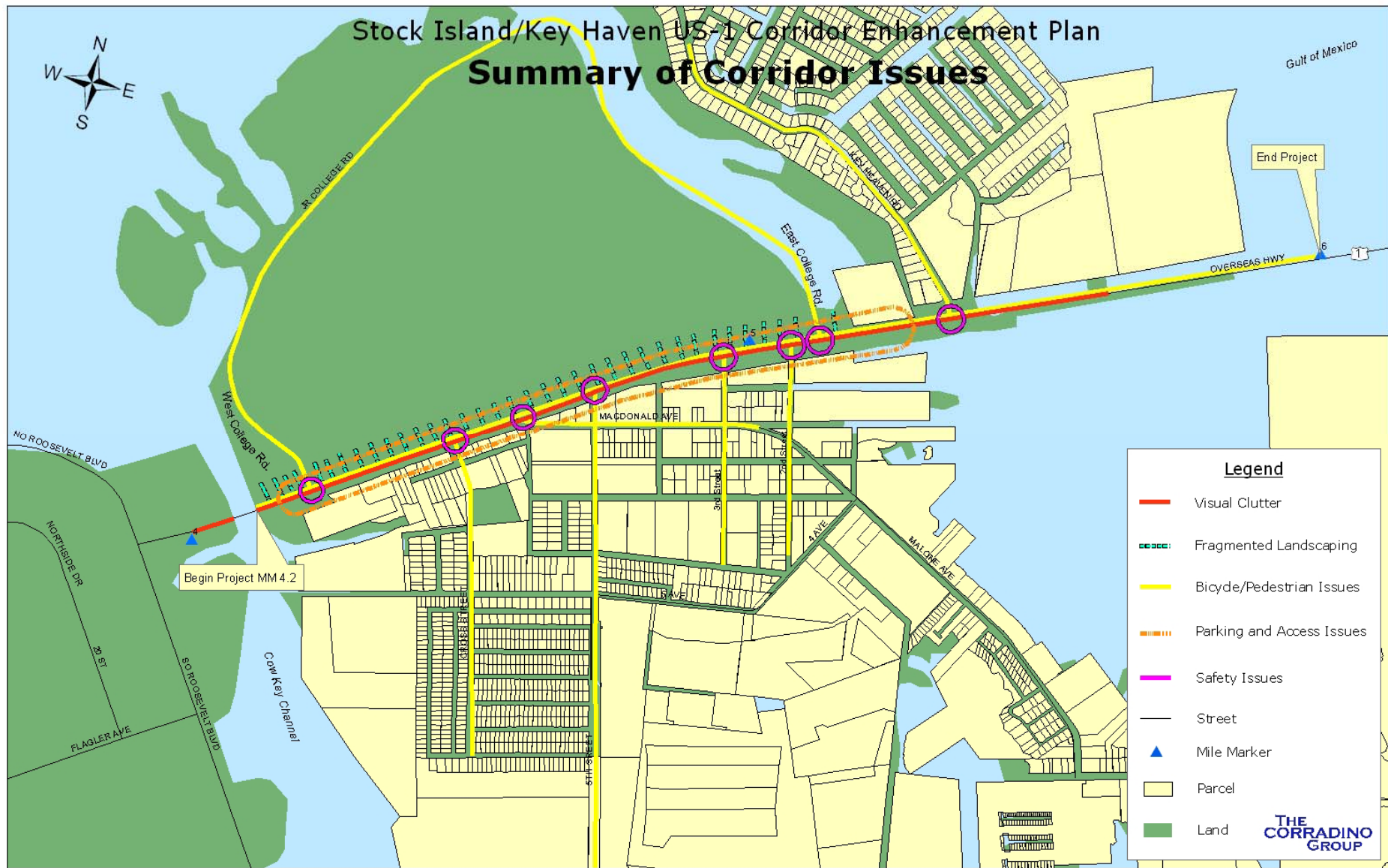
Overall, businesses lining the southern portion of the project corridor were affected by flooding, restricting parking and access.

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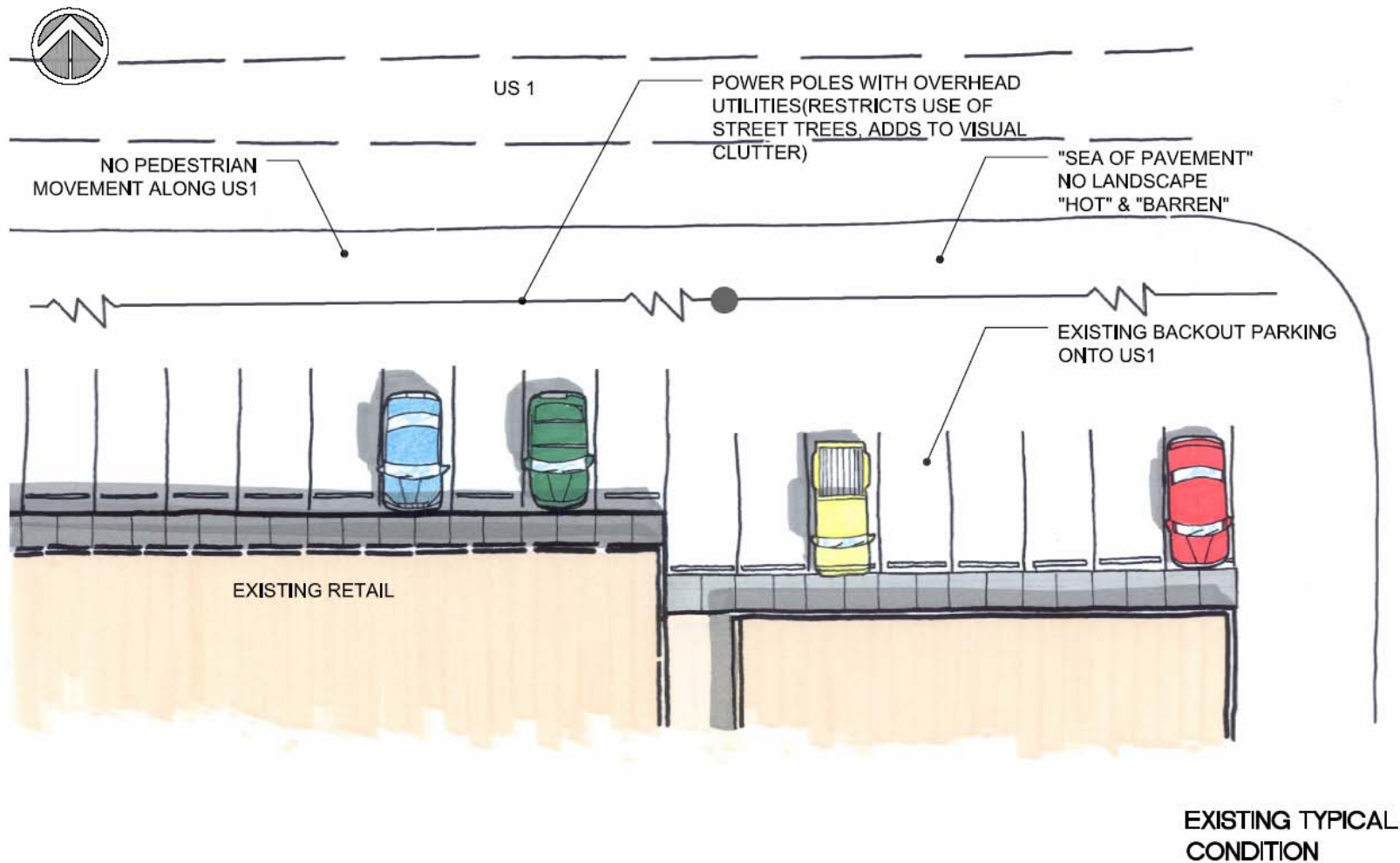


# Summary of Issues









# Corridor Ideas







CHARACTER SKETCH  
OF POSSIBLE SOLUTION

EXISTING LARGE  
POWER POLES  
(TO REMAIN)

REMOVE EXISTING LOWER  
SECONDARY POWER LINES  
& RELOCATE TO REAR OF  
BUILDING (TO ALLOW  
STREET TREE PLACEMENT)

RELOCATE SECONDARY  
POWER LINE POLES  
TO THE REAR ALLEY

EXISTING  
STRUCTURE

US 1

PROPOSED ON STREET  
PARKING AND BIKE LANE

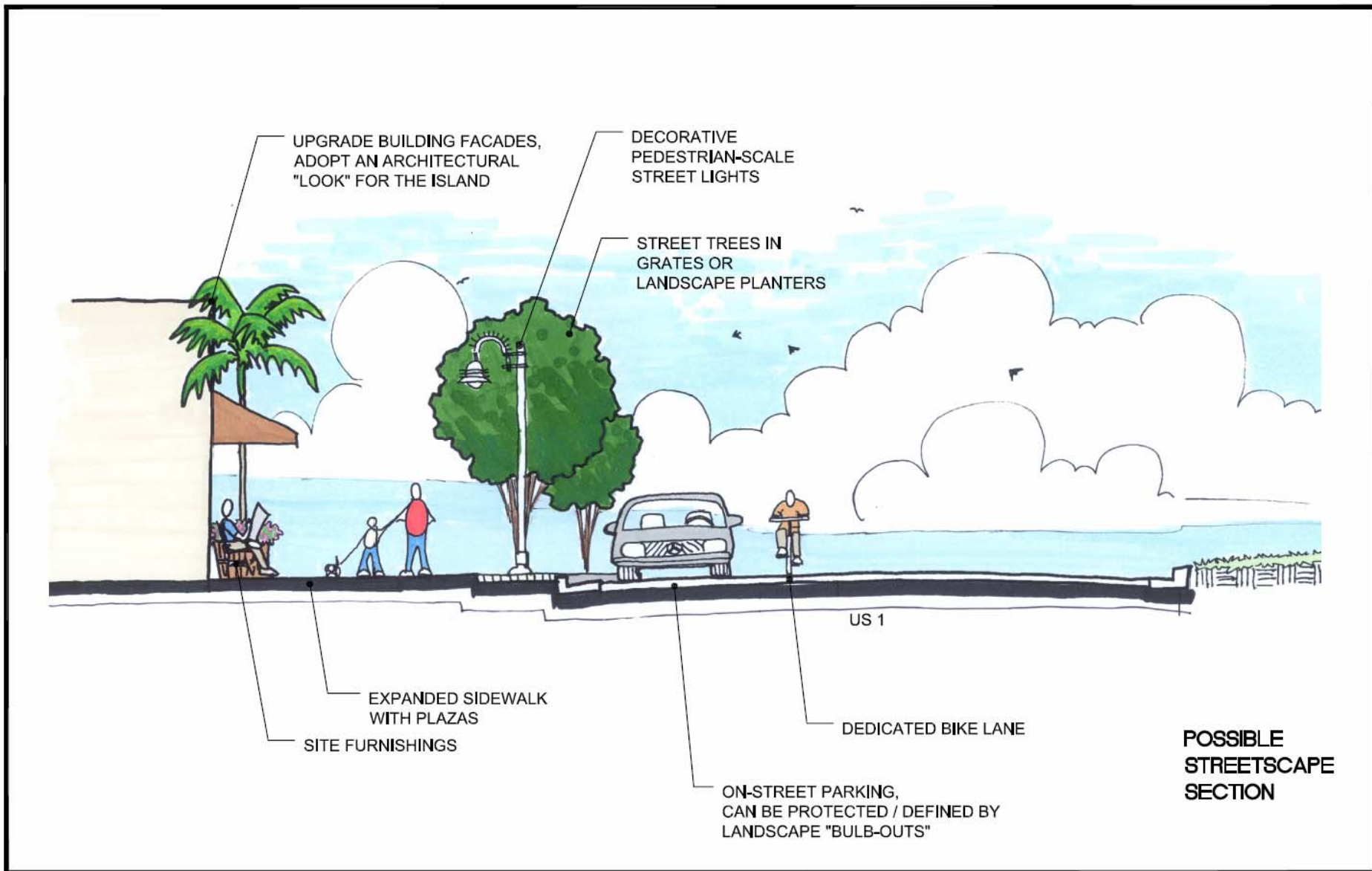
PROPOSED PEDESTRIAN  
STREETSCAPE-USE FOR  
PEDESTRIAN  
MOVEMENT, OUTDOOR  
DISPLAYS OF MERCHANDISE,  
OUTDOOR CAFE OPPORTUNITIES

RELOCATE PARKING  
TO REAR OF BUILDING

ENHANCE REAR  
ALLEY ACCESS WAY  
FOR PARKING  
& SERVICES

POSSIBLE  
SOLUTION-  
SECTION







US 1

PROPOSED  
PEDESTRIAN-SCALE  
STREET LAMPS & POLES

PROPOSED  
STREET TREE  
(TYP.)

PROPOSED  
BIKE LANE

PROPOSED ON  
STREET PARKING  
(TYP.)

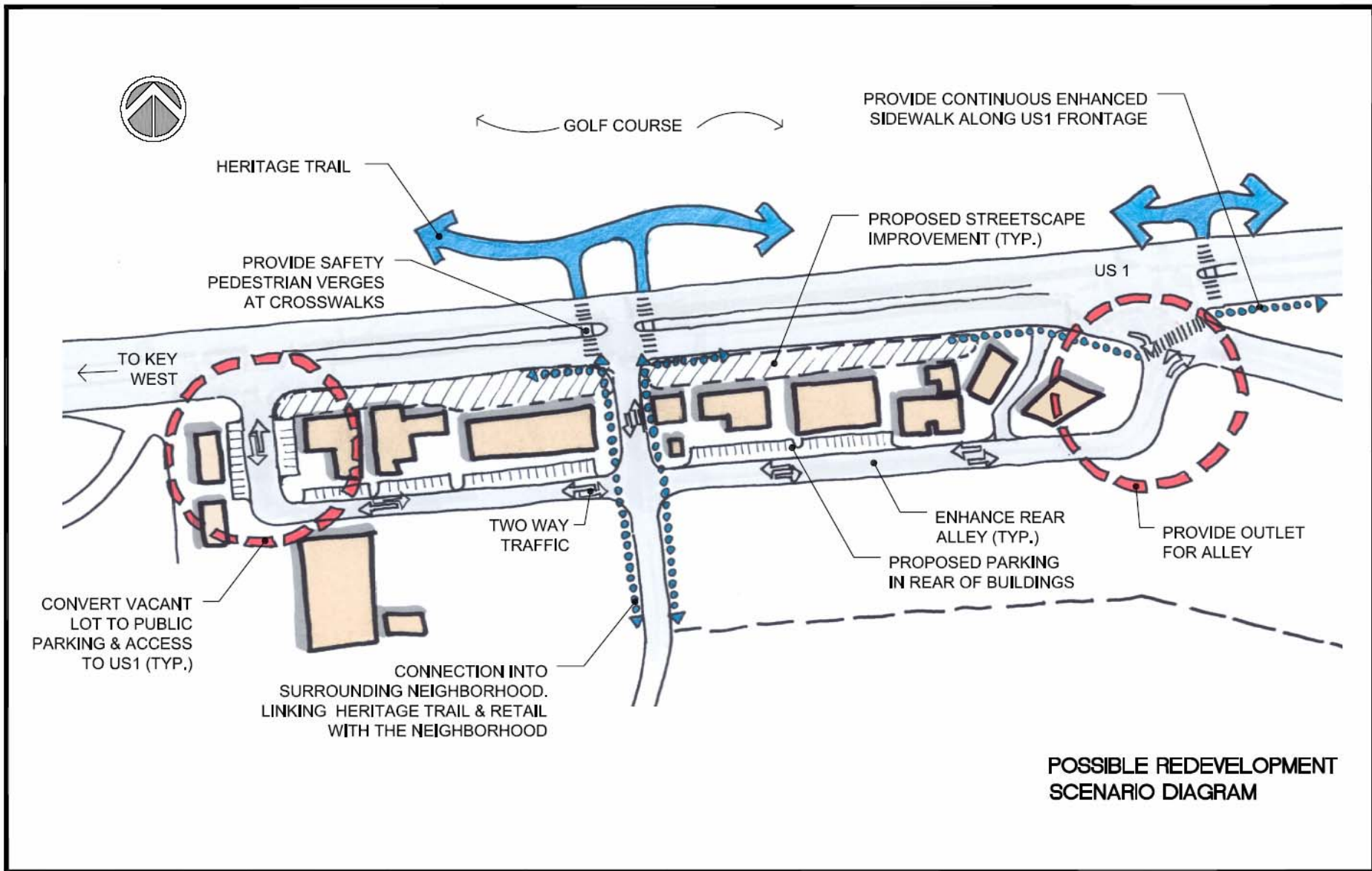
PROPOSED WAVE  
PAVING PATTERN  
WITH STARFISH AND  
SCALLOP SHELL IMPRINTS

PROPOSED  
POTTED PALMS  
(TYP.)

PROPOSED  
STREET BENCHES  
(TYP.)

POSSIBLE SOLUTION-  
PLAN VIEW





# Stock Island / Key Haven US-1 Corridor Enhancement Plan



- Opportunities for enhancement of Key Haven Road intersection include:
  1. Gateway features at the Key Haven entrance
  2. Rezoning land across from the Shell Station to residential uses



# Stock Island / Key Haven US-1 Corridor Enhancement Plan



## Keys Energy Services US-1 Substation

- Electrical substation located on the on the bayside of the project corridor should be screened with taller trees to assimilate the facility with existing surroundings.
- Hurricane safety issues must be further examined before changes are made to surrounding substation landscaping.





## Coral Hammock Residential Development

- Wide area exists between Coral Hammock residential development fence and edge of US-1 pavement
- Proposed beautification includes seating under existing/saved ficus trees



# Stock Island / Key Haven US-1 Corridor Enhancement Plan



## Florida Keys Overseas Heritage Trail (FKOHT)

- The trail should be extended to provide continuous access eastward past Key Haven and the Boca Chica Bridge.
- Neighborhoods north and south of the project corridor should be interconnected with one another as well as with the existing FKOHT and local recreational areas.



# Stock Island / Key Haven US-1 Corridor Enhancement Plan



## ➤ Relocation alternatives for retail/business parking include:

1. Relocation behind existing buildings
2. Utilization of on-street parallel parking in front of existing buildings
3. City-owned public parking facilities/lots servicing surrounding areas



# Stock Island / Key Haven US-1 Corridor Enhancement Plan



## Visual Clutter

- Implementation of signage guidelines would enhance visual quality along the corridor





# Stock Island / Key Haven US-1 Corridor Enhancement Plan



- Existing low lying power lines on the Oceanside of the corridor may impede proposed landscaping in this area.
- Alternatives to accommodate landscaping include:
  1. Relocating existing power lines behind these buildings
  2. Consolidating power lines to one side of US-1
  3. Burying existing lines



# Break Into Groups



# US-1 Corridor Vision

Bicycle/Pedestrian Issues  
Parking & Access Issues  
Landscaping Issues  
Visual Clutter  
Other Safety Issues